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25X1 25X1	ege spe e				and the second		505763	
25X I	1. ARTICLE 121 MADE FLIGHT 156 ON 11 DEC 1964, PILOT							
	` г							
		TAKE OFF AT 0752 HOURS FOR 43 MINUTES. MISSION:						
	_	FCF WITH 2 NEW ENGINES. GROSS WEIGHT 101,700LBS, C.G. 22.7						
	PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF SPEED 225 KNOTS, TEMPERATURE 23 DEGREES, WIND CALM. MAXIMUM SPEED 1.56 MACH, MAXIMUM ALTITUDE 50,000 FEET. TOTAL AIRCRAFT FRAME TIME 148:13.							
	2. BOTH ENGINES WERE TRIMMED DOWN AT RUNWAY LEFT 728 DEGREES						GREES	
25X1	i	RIGHT 710 DEGREES. EGT'S WERE 734 DEGREES LEFT						
		768 DEGREES RIGHT AFTER UPTRIM FOLLOWING TAKE OFF. PILOT NOTICED						
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		3 DEGREES RIGHT YAW DURING CLIMB OUT. TURBULENCE MODERATE AT						
19 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		36,000 - 38,000 FEET. DURING MAX AB ACCELERATION AT 1.5 MACH LEFT						
		NOZZLE OSCILLATION OCCURRED. LEFT ENGINE STALLED AT 1.55 MACH						
		FORWARD AND AFT BY-PASS DOORS WERE CLOSED. SPIKE AUTO. DECELERATION						
		TO 1.45 MACH CLEARED THE STALL. THE ACCELERATION TO 1.55 MACH						
,	WAS REPEATED SEVERAL TIMES WITH SAME RESULTS. FOLLOWING TAKE OFF							
		PILOT HAD FEELING PITCH TRIM WAS NOT WORKING. DURING DECEL AT						
	USAF review(s) completed.				SECRET	GRONP 1 EXCLUDED FROM AN INAME DOWNGRADI AND DECLISSIFICAL	na i	
Approved For Release 2004/05/13: CIA-RDP89B00980R000300060061-9								

25X1

(IN 62197) SECRET PAGE TWO

Ø.97 MACH ARTICLE PITCHED NOSE DOWN. PILOT RETRIMMED AND REPEATED

PITCH DOWN. PITCH TRIM APPEARED TO BE WORKING AT 10 PERCENT

OF NORMAL RATE.

3. DUMPED FUEL FROM 15,000 LBS TO 10,000 LBS OVER TUNNEL.

TRANSFERRED FUEL FORWARD, LANDED. CHUTE DID NOT DEPLOY UNTIL

OVERRUN (12,000 FEET FROM TOUCH DOWN). JETTISON NORMAL.

END OF MESSAGE

SECRET